

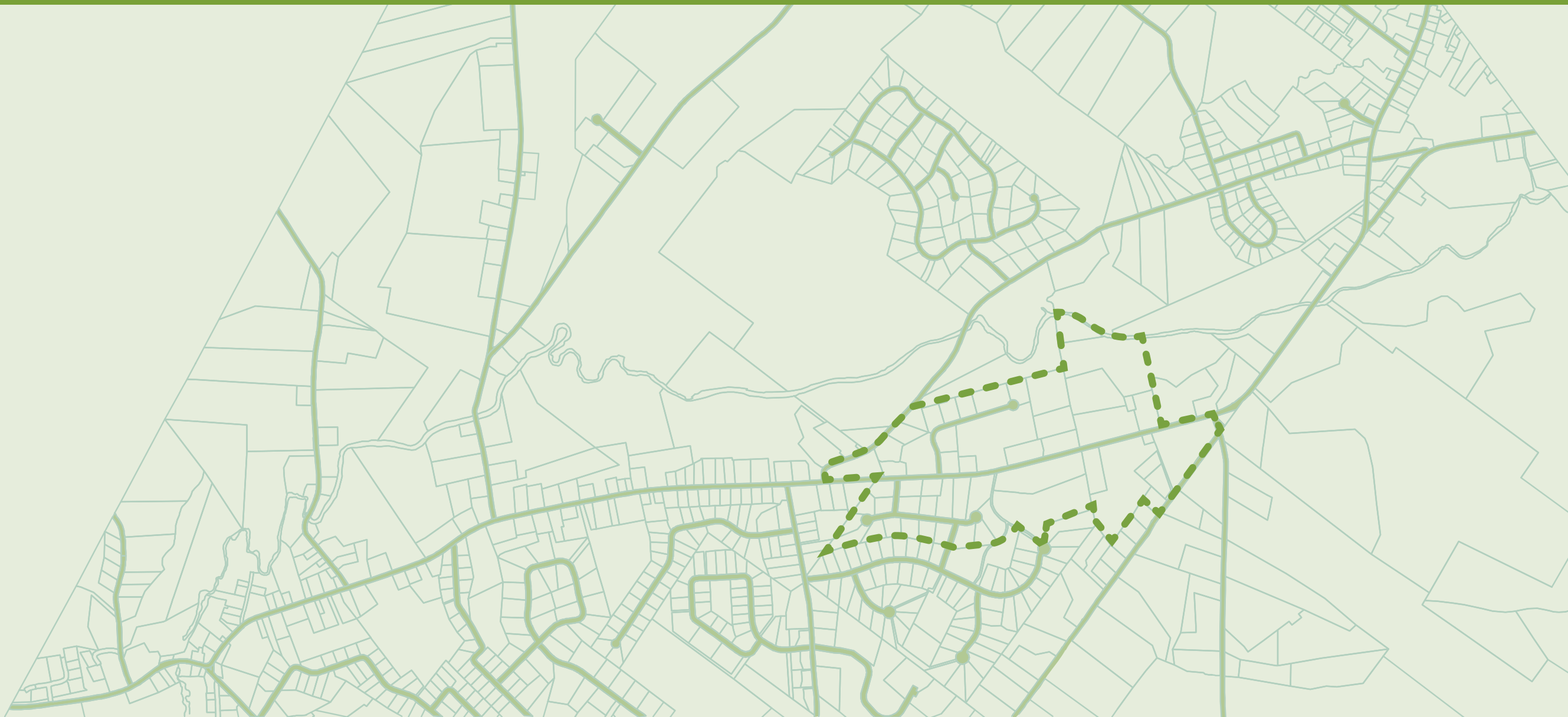
Welcome to the Commercial District Development Standards Project

Workshop #1

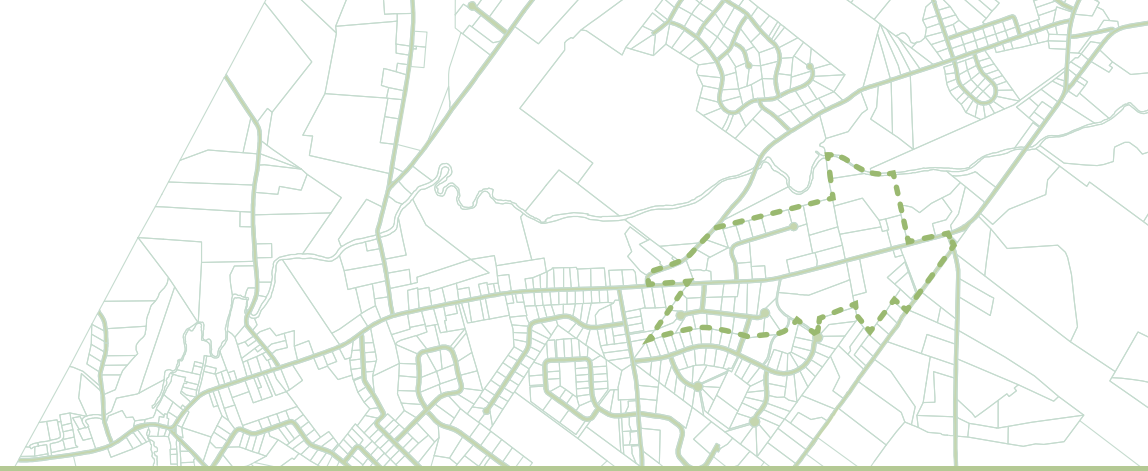


Prepared by **LandWorks, Middlebury, VT**

The Project

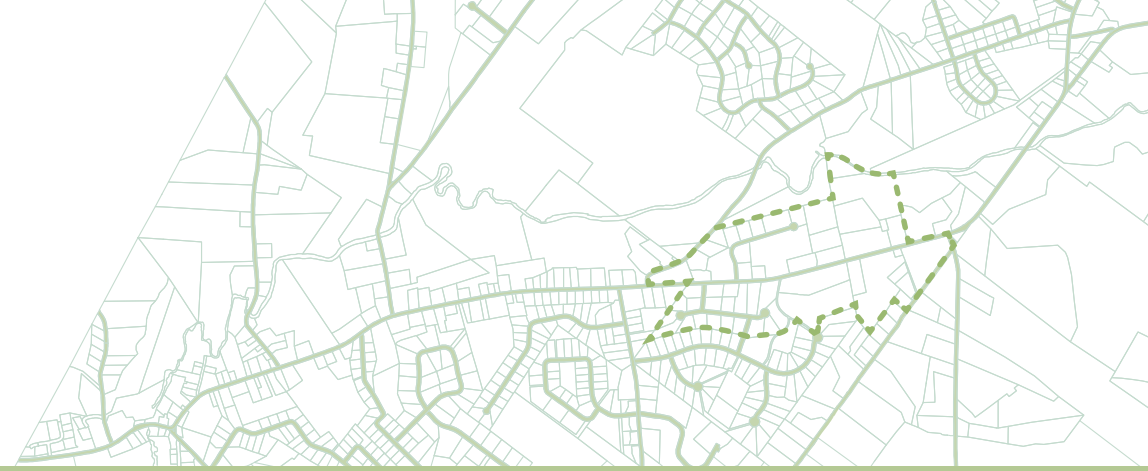


Objective:



“The objective is to revise Jericho’s development standards for the Commercial District for the protection/enhancement of the rural character of the Route 15 corridor.”

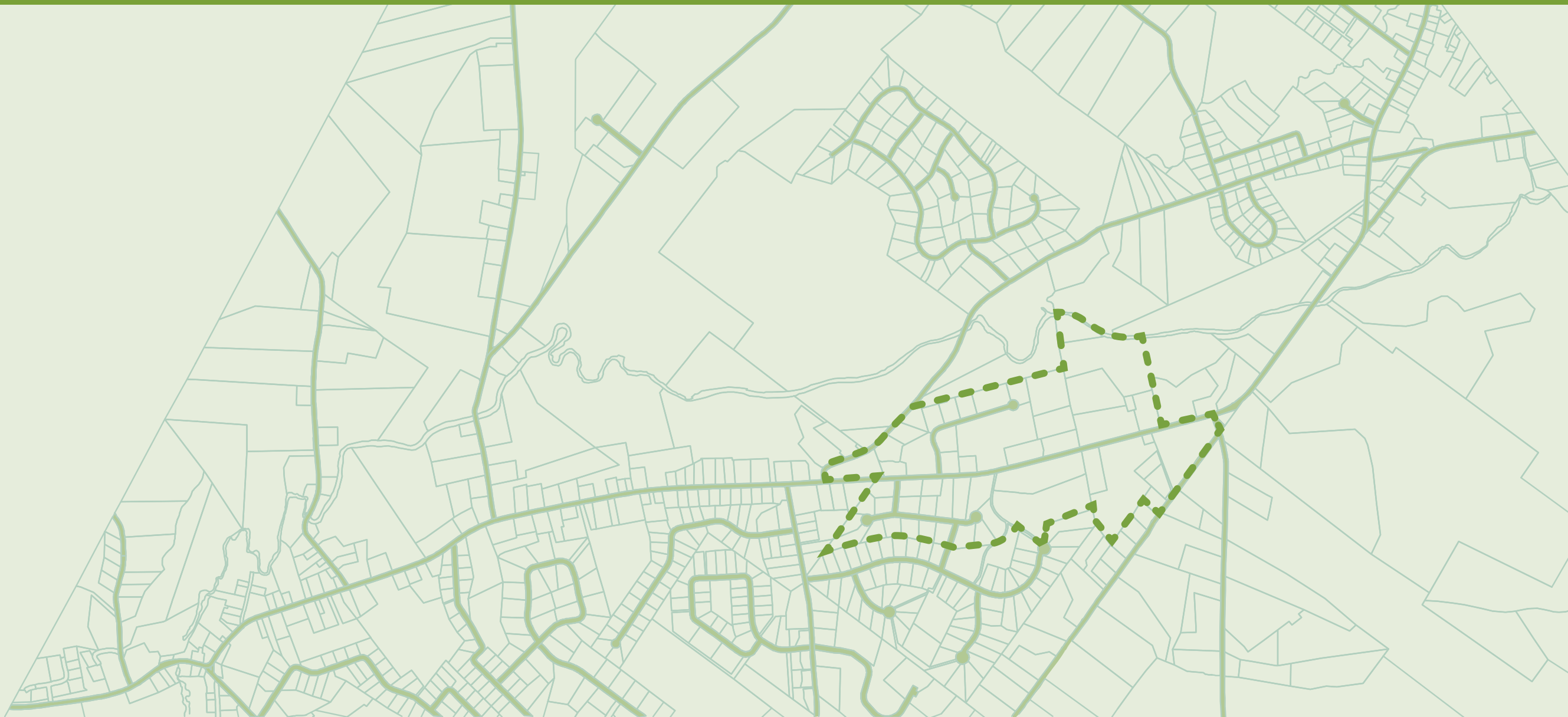
...from the RFQ



“Road corridors are much more than vehicular paths. They are the framework around which our communities are formed, shaping the character of those communities.”

...from the Roadscape Guide, Tools to Preserve Scenic Road Corridors, VNRC

About the District





The Creek

Browns River

Browns River

Raceway Rd

Jericho Mini-Storage

Autosmith of VT

Good Shepherd
Lutheran Church

Dollar General

Mountain High Pizza Pie

Clark's Truck Center

Irish Family
Farm & Florist

Gordon's Fuel Supply

S Main St

S Main St

Mt Mansfield
Animal Hospital

Kriste Ln

S Main St

Kriste Ln

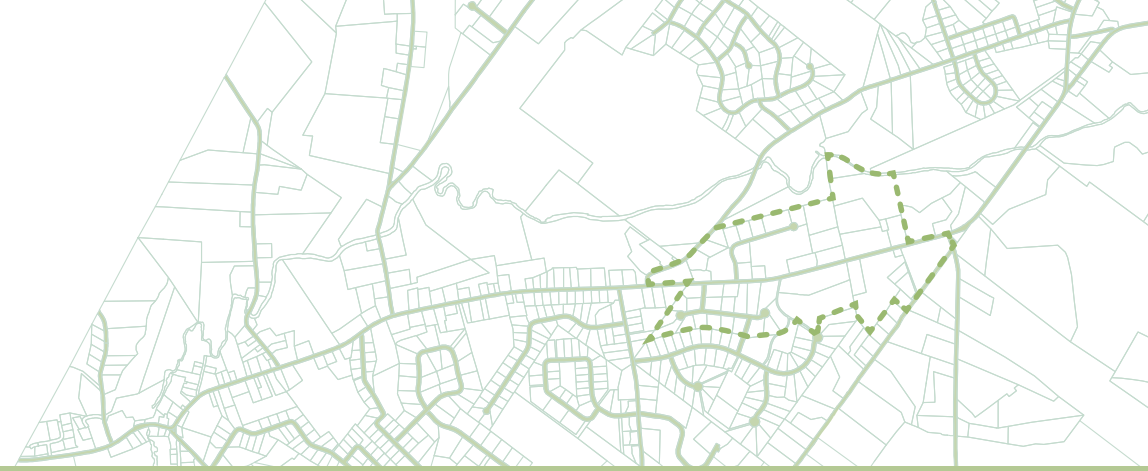
Buttercup Ln

Orr Rd

Orr Rd

Browns Trace

Irish Farm



“The primary purpose of the Commercial District is to provide a location for minimum impact commercial enterprises that cannot or should not be located in the Village District...”

2016 Proposed Amended Land Use and Development Regulations

From the Town Plan:



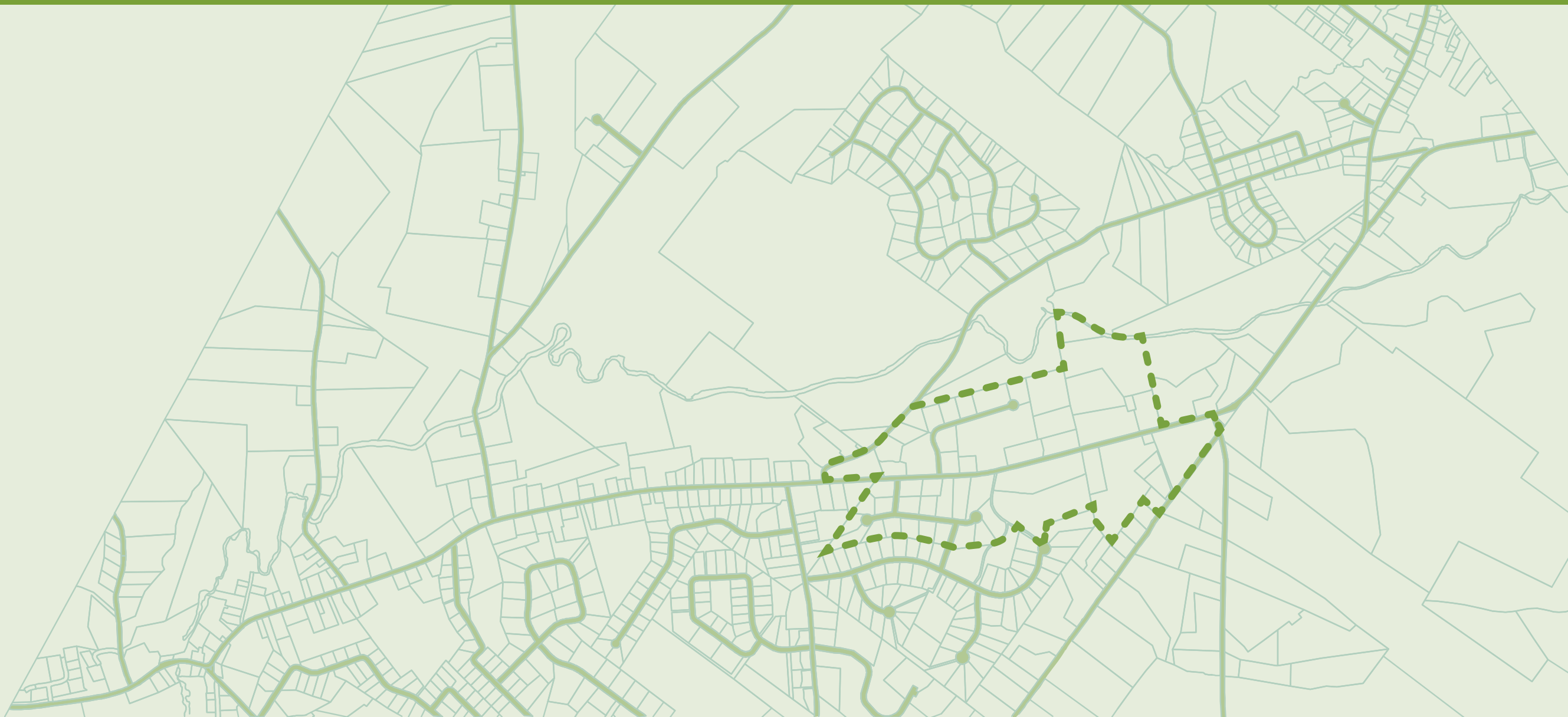
“The rural character of the VT Route 15 corridor will be enhanced by carefully planned development and suburban strip development shall be avoided.”

From the Town Plan:



“Green space, landscaping to screen parking from VT Route 15, and other “character of the neighborhood” criteria, must be met in order to preserve the rural character of the community and the views of the mountains.”

Current Uses

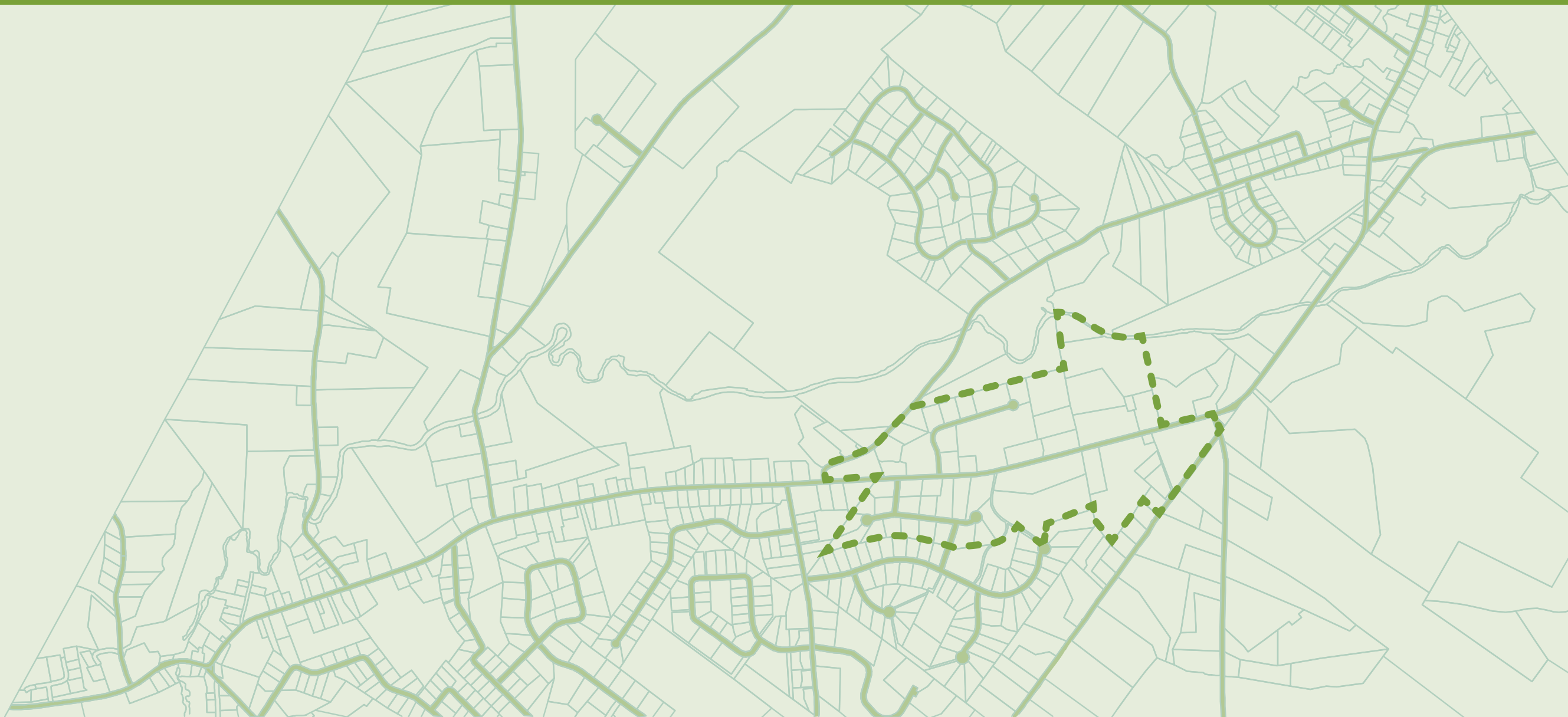








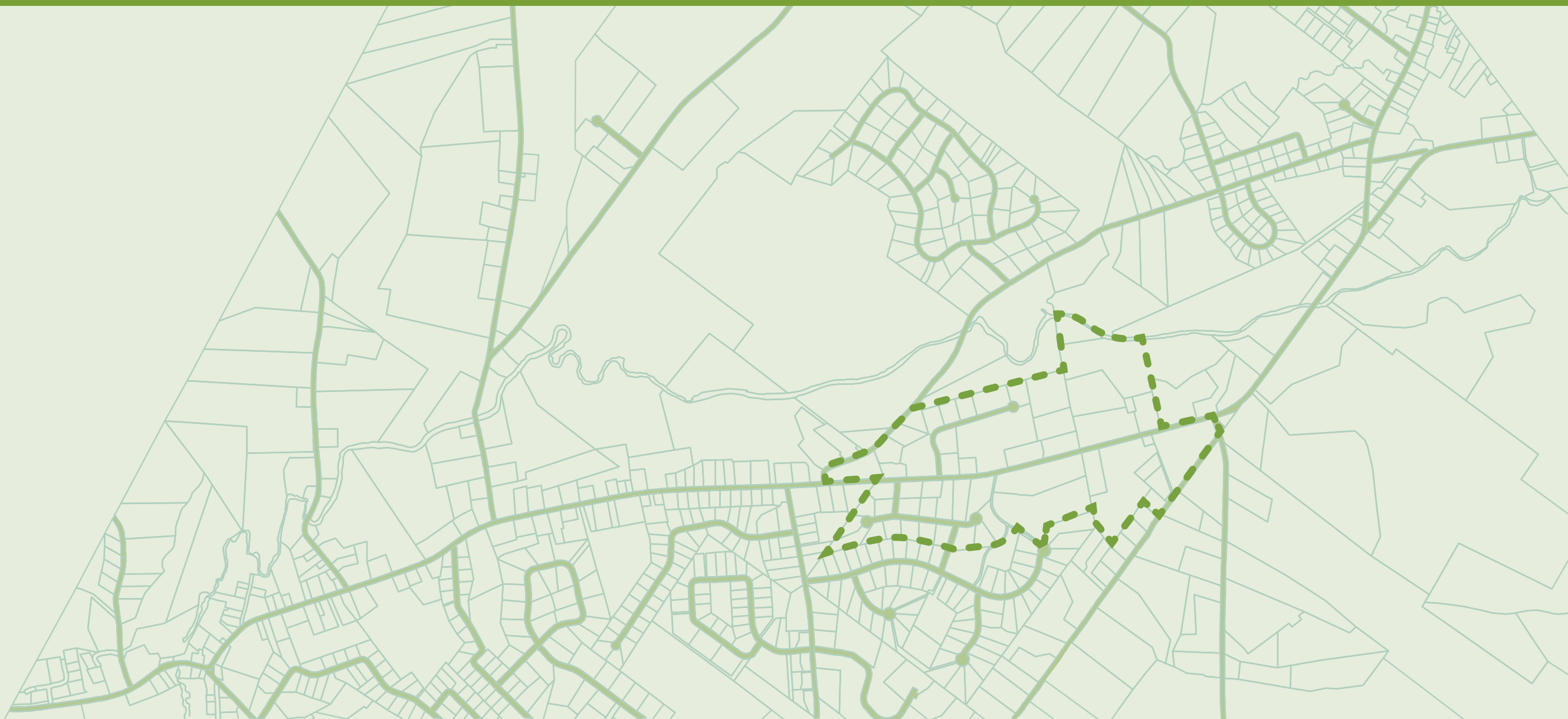
Access & Circulation







Open Land

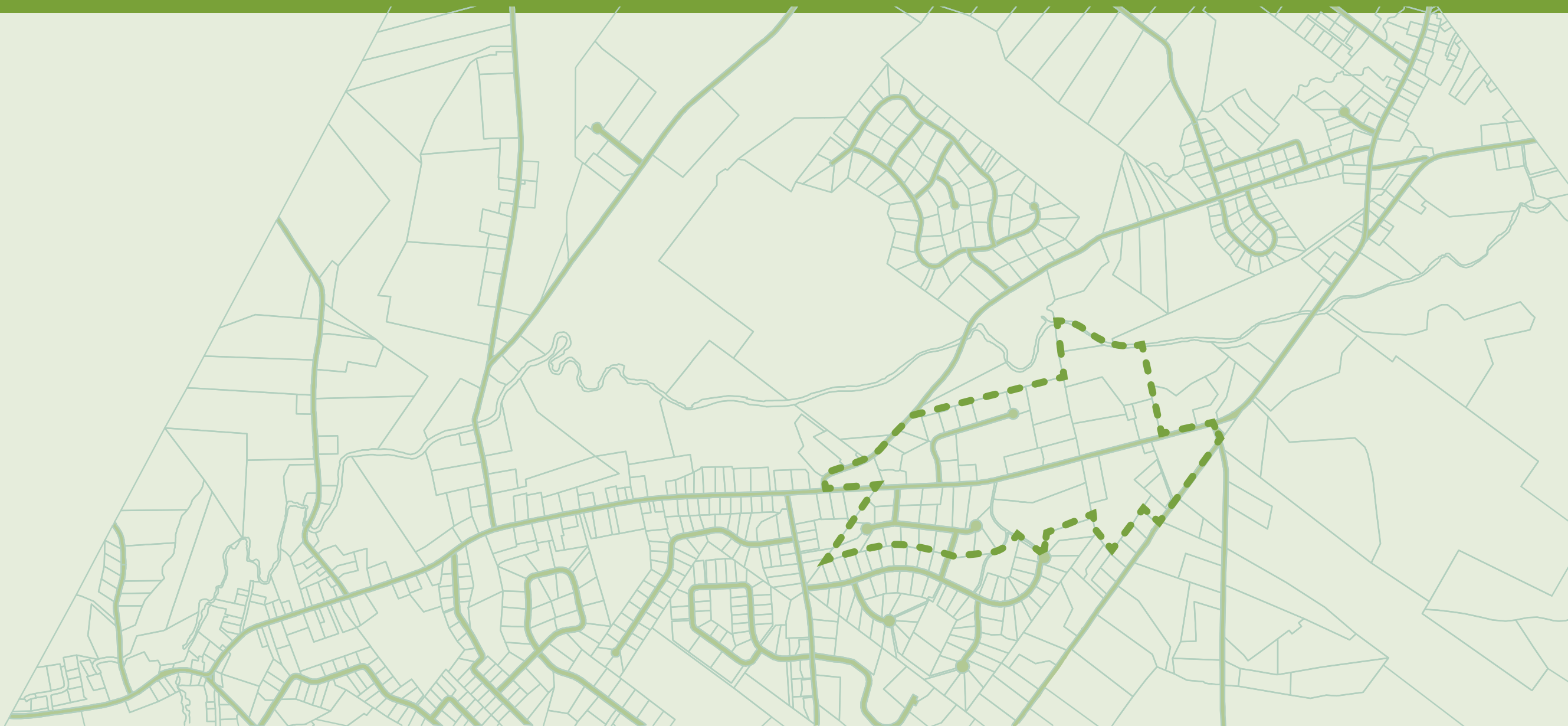








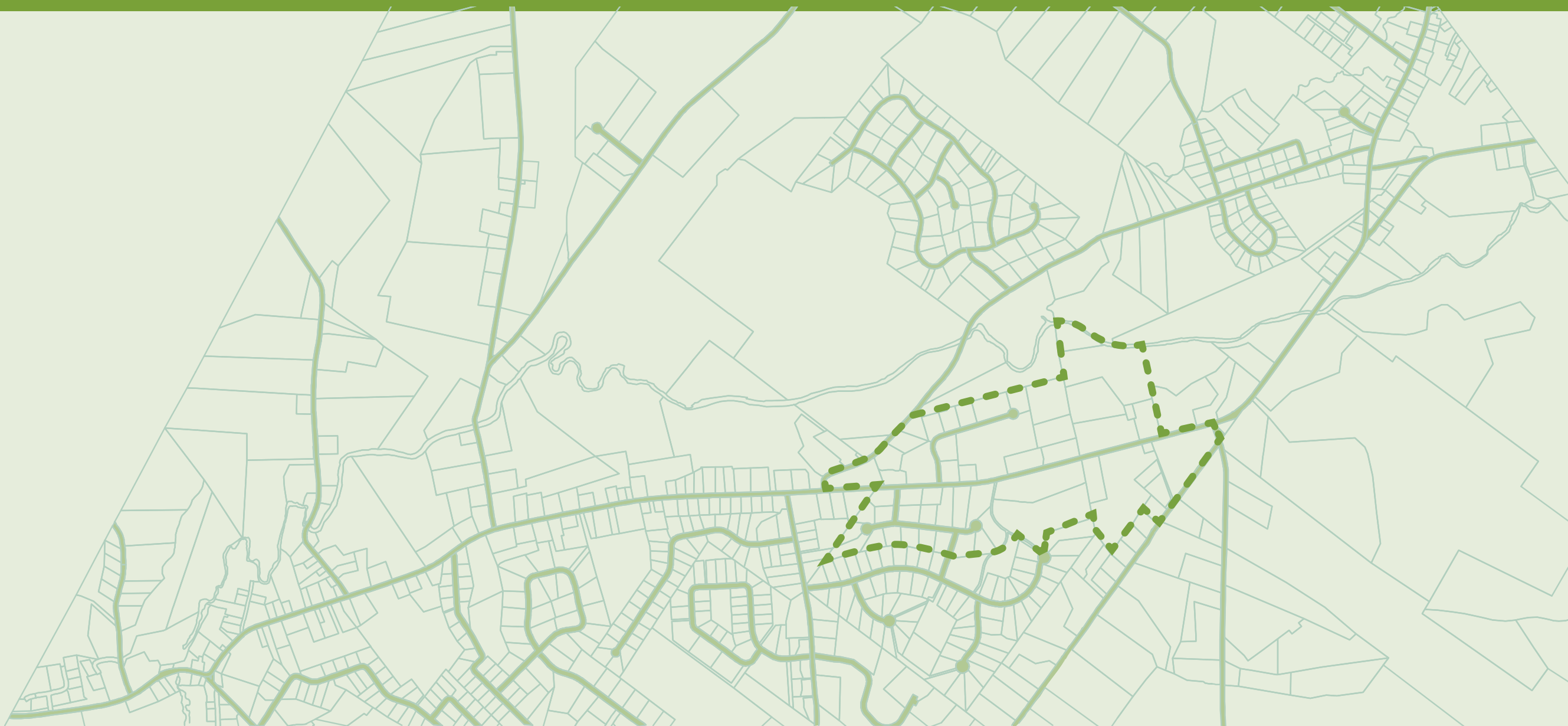
Barns & Architectural Elements







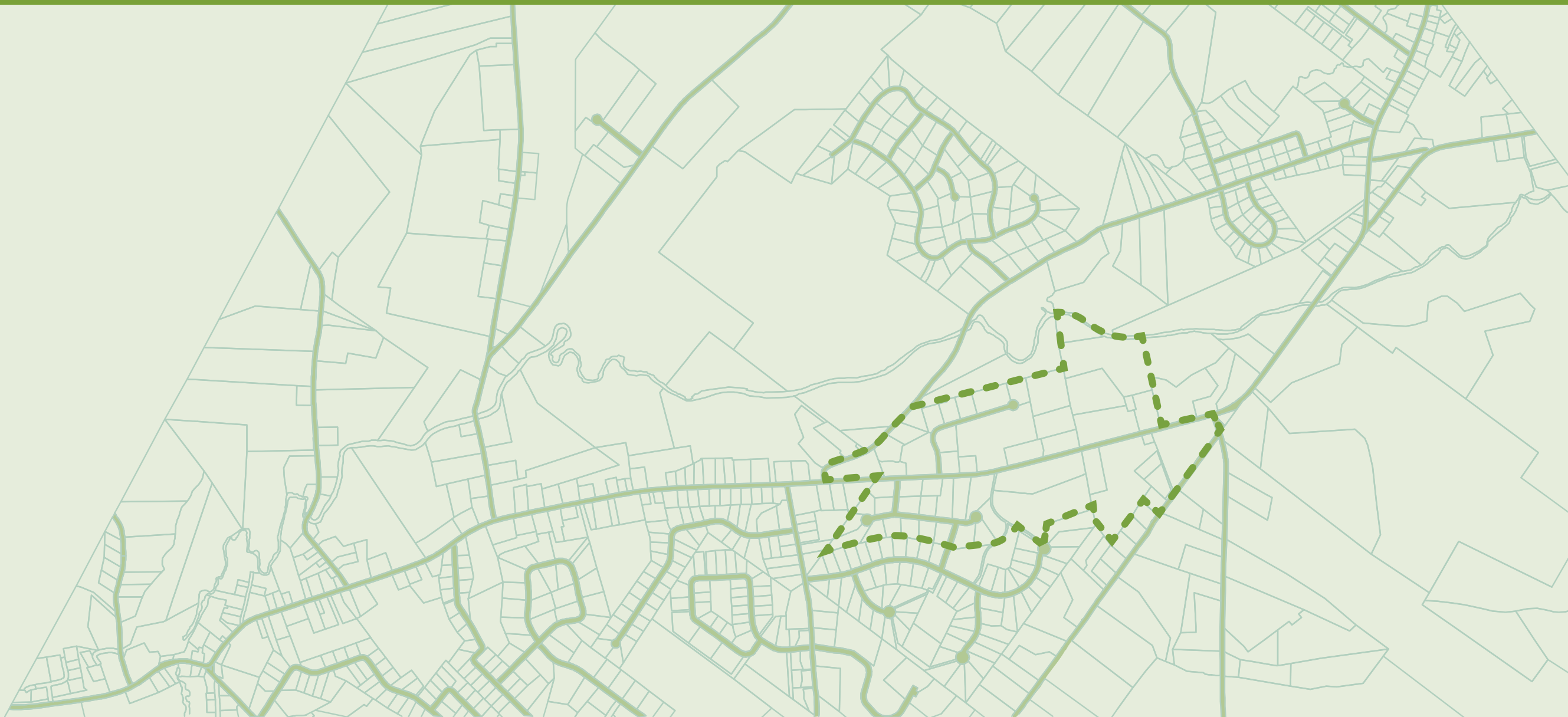
Scenery







Initial Observations



Initial Observations



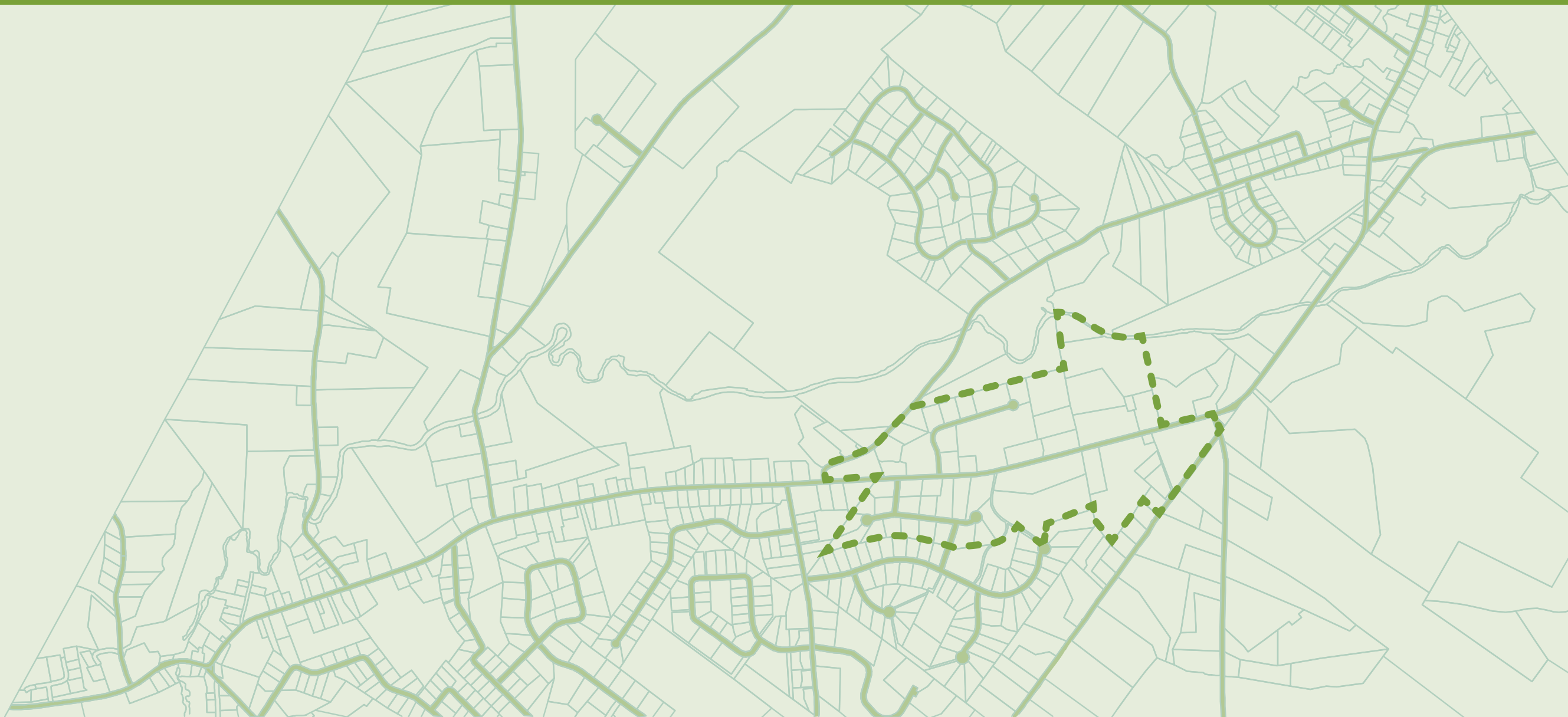
- Primarily a linear environment
- Views of Mt Mansfield and surrounding landscape predominate.
- Not overly dense (in terms of development pattern)
- Residential development is present throughout the district.
- Single lot, single access

Initial Observations



- Architecture and design is mixed.
- Not a strong streetscape/landscaping is intermittent and variable.
- Need to identify a vision for the Commercial District
- What are the best uses for this district?
- Parcel development could be more intensive.
- Barns as models for architectural elements

Related Regulations, Studies & Plans



Village District



“The purpose of the **Village District** is to provide a moderate-density residential area as a transition from the Village Center Districts. The Village District is intended to provide a variety of housing options including a mix of single- and multi-family housing, near the amenities provided by the Village Center District and the Commercial Districts....”

2016 Proposed Amended Land Use and Development Regulations

Village Center District



“The purpose of the **Village Center District** is to encourage the concentration of people and community-focused activities in traditional centers. As noted in the Jericho Comprehensive Town Plan, Jericho Center, Jericho Corners, and Riverside are listed as an historic district on the State Historical Register. The Village Centers generally retain an architectural character that constitutes a valuable and unique part of our cultural heritage...”

2016 Proposed Amended Land Use and Development Regulations

Riverside Character Based Code



“Section 13 of the Regulations contains the “Character Based Zoning Ordinance” for much of the Riverside Village Center and is intended to foster growth on existing large parcels in a way that preserves and expands on the traditional village center type development...”

2016 Proposed Amended Land Use and Development Regulations

2013 Chittenden County ECOS Regional Plan



Broad Goal: Build the region's capacity for shared and sustainable improvements in the economic wellbeing of the community through support of both local and globally competitive initiatives.

Section 2.4 Economic Infrastructure

2013 Chittenden County ECOS Regional Plan



Land Use Pattern Goal: Encourage future growth in the Center, Metro, Enterprise, Suburban, and Village Planning Areas to maintain Vermont's historic settlement pattern and respect working and natural landscapes.

Section 2.5.1 Land Use

Jericho Transportation Study,

May 2015



Sidewalks...

“The existing transportation network currently serves predominantly passenger vehicles and trucks. Sidewalks currently exist...but only cover limited stretches and do not interconnect for regional access.”

Bicycle Facilities...

State Highway VT 15 identified as recommended on-road bicycle route. This facility does not currently meet the design criteria established for such use.

Jericho Transportation Study,

May 2015



Park-and-Ride...

“The Town identified five possible locations for park-and-ride facilities. The sites were selected along the two major commuting corridors..VT Route 15 and Browns Trace Road. A primary consideration was the thought that a park-and-ride could be quickly and easily developed at one or more of the sites.”

The development of a site is a top scoping priority. The site will feature pedestrian and bicycle linkages and will capture Underhill, Jericho and Lamoille County travelers.

Jericho Transportation Study,

May 2015



Through Traffic...

“In the absence of interstates or principal arterials, VT 15 and VT 117 carry a significant amount of through-traffic, which has a negative impact on the quality of life in Jericho Corners and Riverside.

“Existing travel patterns demonstrate that a significant number of vehicles pass through to other communities.”

Access Management...

“The key provision of VTrans categories relevant to the Town of Jericho are: Only one access per parcel is allowed; and Direct access to VT 15 or VT 117 may be denied if safe access can be provided on a local street.

View to the Mountains, Smart Growth VT

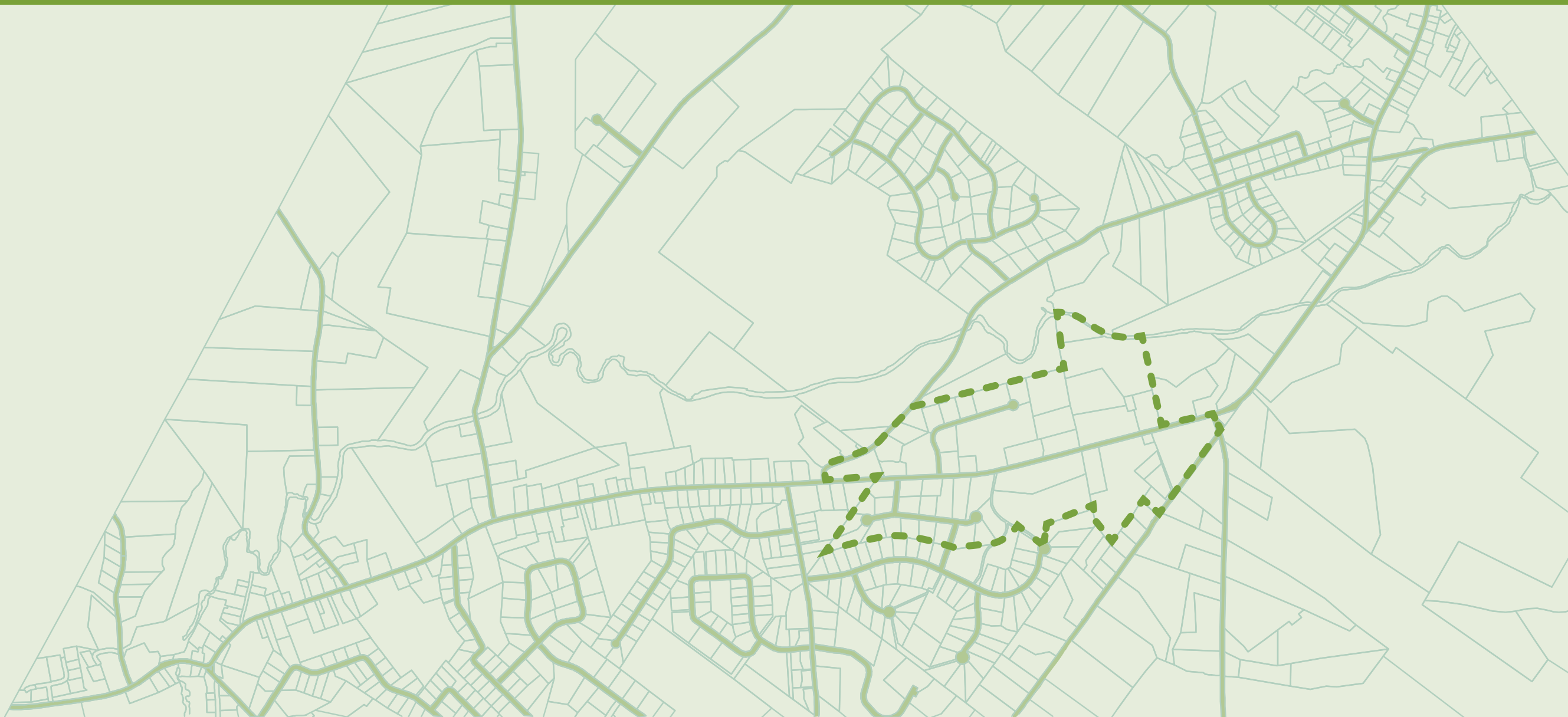


Vermont Route 15

Mount Mansfield can be seen along nearly half of the area (of Route 15) assessed, mostly in the eastern segment (VT-03) which points eastbound travelers directly at Mount Mansfield, less than 10 miles away. Classic red barns, pastures, historic cemeteries and churches line the roadsides.

Ensuring landscaping and buildings distinguish between the more developed Jericho Village and village of Underhill Flats and rural lands will be key to maintaining the change from center to rural land uses.

Examples from Other Communities



Design



“Use the best features of ‘surrounding buildings’ as the basis for new projects so that the new development is compatible with the area. In rural areas, the traditional clustered pattern of farmhouses, barns and outbuildings placed closer together can serve as a model for new structures that would fit well into the landscape.”

...from the Roadscape Guide, Tools to Preserve Scenic Road Corridors, VNRC



Commercial Development



*Bed & Breakfast, Event Location with Open Space in VT Vernacular
American Flatbread & Lareau Farm Inn, Rte 100 Waitsfield*



Farm buildings & uses



Hotel



Affordable Housing



Self Storage



Adaptive Re-use for Retail

Dock Doctors & Ferrisburgh McDonalds

Site Development



“Linear development along a road will result in the loss of open land, as well as adverse impacts to safety and the road’s capacity to handle the increased traffic. Designating areas for future growth in blocks or nodes around existing villages or developed sections of the corridor encourages a more compact pattern.”

...from the Roadscape Guide, Tools to Preserve Scenic Road Corridors, VNRC



Rte. 7, Shelburne Gateway



Before and After Mixed Use Development (Route 116, Hinesburg)



Drug Store in Mixed Use Environment, Hinesburg



Mixed Use, Waitsfield



Waittsfield Shopping Plaza



Waitsfield Shopping Plaza

5.11 CONSOLIDATE CURB CUTS



Best Practice: In new development or re-development projects, the number of curb cuts can be reduced by re-orientating the buildings, creating a shared parking lot, and by designing shared access to a neighborhood. As a result, the quality of the developed highway environment has been improved, traffic conflicts reduced, and a more attractive neighborhood and commercial center created.



Practice to Avoid: Linear commercial and residential development has set the precedent of multiple curb cuts along the highway. This practice adds to the visual clutter, as well as increases traffic conflicts, leading to the potential for more accidents.

Open Space



“In rural areas where there are still large parcels of farmland, forestland or other open space, land use should be carefully planned along arterials.”

...from Northwest Regional Planning Commission Access Management Guidebook



Trailhead and farmland next to Commercial Area (Route 7, Middlebury)



Open Space next to Commercial (Route 7, Middlebury)



Shelburne Vineyard, Route 7

Scale/Size



“On unwooded sites, where there are no topographical features to help conceal the development, it may be designed in small clusters resembling groupings of farmhouses, barns, and outbuildings, employing a traditional, vernacular architectural “vocabulary” in terms of scale, massing, roof pitch, relationship of buildings to each other and to the road, and protection of adjacent open space, preferably visible from the public roadway.”

...from Rural by Design, Randall Arendt

5.21 FOLLOW PRECEDENT | SCALE AND MASSING

The architecture of the Shawangunk Region contributes substantially to the visual character and quality of the area.

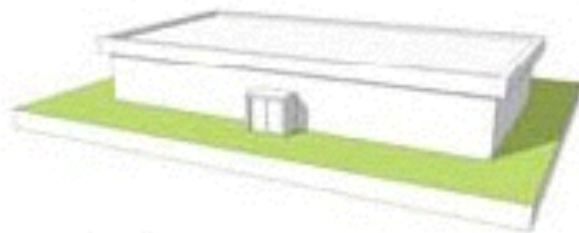
From the Huguenot settlements to the historic downtowns, to the traditional forms of agrarian architecture, there are numerous architectural assets throughout the region that should be preserved and enhanced. Future development needs to complement the existing patterns and designs. The elements of scale, massing and detail can be used to plan new buildings in such a way that melds them effectively with the existing architecture of the Region's towns and villages.



Recommended Practice:
Commercial buildings should borrow from the existing architectural context. In this example a commercial building that borrows from the existing agricultural architecture of the region would suit the rural landscape.



Recommended Practice:
Infill buildings should be designed with the same proportions of scale and massing to what currently exists on the village street. They can be contemporary in design but need to be contextually connected in some manner.



Practice to Avoid:
Commercial Box type architecture, often found lining highways, lacks character and detracts from the aesthetic that exists in the Region.



Practice to Avoid:
Buildings that infill vacant lots in villages, yet do not match the massing, scale or design pattern of what exists, detract from the streetscape and create gaps and incompatible design patterns.



Pharmacy (approximately 7,600 s.f.)



Mackey Insurance

Court St

Rogers Rd

Rite Aid Pharmacy

Courtyard Middlebury

One Dollar Market

Mobil

Short Stop

National Bank
of Middlebury

Redbox

McDonald's

Middlebury Wine

Hannaford Supermarket

Middle Rd N

Middle Rd N



The Warehouse (approx. 29,000 s.f.)

Browns River

Raceway Rd

Raceway Rd

Jericho Mini-Storage

Autosmith of VT

N Main St

N Main St

Mountain High Pizza Pie

Jerihill Ace Hardware

Jericho E Dr

Supply

S Main St

15

15

15

15



Commercial Use next to I-89, Bethel (approx. 9,600 s.f.)





Hannaford Shopping Plaza, Middlebury (approx. 44,000 s.f.)



Citizens Bank



Middle Rd N

One Dollar Market



Mobil



Short Stop



National Bank of Middlebury



Redbox



McDonald's



Middle Rd N

Middle Rd N

Cottage Ln

Middlebury Wine



Hannaford Supermarket



Associates In Orthodontics



Middle Rd N

Fields Rd

Opportunities Mapping & Figure Ground

Mapping Exercise



Please locate on the maps:

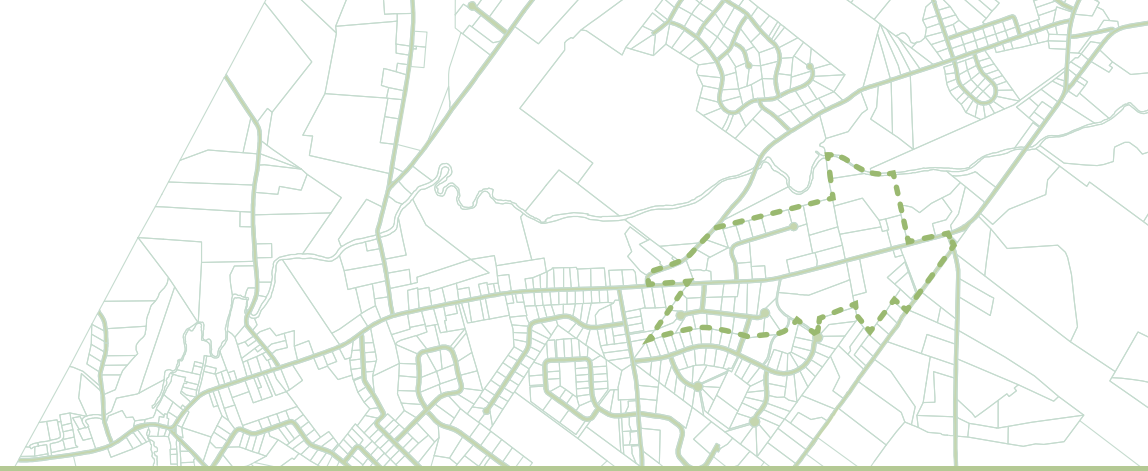
1) Landmarks

2) Likes/Dislikes

3) Open Space to Keep

4) Views

Questions



- 1) Should the district be primarily commercial or mixed use (residential, commercial, institutional, conservation)?
 - o What uses should be permitted uses?
 - o What uses should be conditional uses?
 - o What uses should be prohibited uses?
- 2) Should the district be something else entirely? (i.e. rural or medium density residential, with site plan approval for projects meeting certain standards, a conservation district to separate the 2 village centers, etc.?)

Questions



3) What is your vision for the Districts future?

- o Stay the same (it's working OK and it should evolve on its own)
- o Stay the same but with new standards to support alternative design and site development patterns such as 1) shared access and parking, 2) planned developments with internal parking and 3) site development not all aligned along the corridor.
- o Support mixed uses (allow for light industrial, retail, office, institutional of a certain scale and design.
- o Discourage or eliminate single lot/ single family residences (to encourage more density and different housing types within the district)

Questions



- 4) Is increased residential development a good fit here?
Should uses not be specified and the district organized around how developments are designed and laid out in terms of site plan, scale and architecture?
- 5) How important is the scenery and views to your experience of the district? How important do you think it is to visitors?
- 6) Are there any particular vantage points, landmarks or view corridors that are worth preserving or maintaining?

Next Steps



- Working Session with Planning Commission to review first draft of revised standards
- Community Workshop #2 - Early August

Thank You

